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FEATURE: INDEPENDENT SUBWAY SERVICE HISTORY - Starts on Page 3

MANY NEW SUBWAY ROUTES APPROVED

On September 20, 1968, the City Board of Estimate approved the construction of several new subway routes, reported to be the greatest subway approval at least since the dual contracts in 1913. The approved routes are as follows (See April '68 BULLETIN, Page 8 for more details):

- 1-63 St. Tunnel and connections.
- 2-One track along LIRR Main Line to supplement the Queens Blvd. subway.
- 3-A new line from Queens Blvd. and 57 Ave., Elmhurst under or along the Long Island Expressway to Kissena Blvd., Flushing.
- 4-A branch from Hillside Ave. and Van Wyck Expy. along the LIRR Atlantic Branch to Springfield Blvd. in Springfield Gardens.
- 5-A subway connecting the Queens end of 63 St. Tunnel to Queens Blvd.
- 6 & 12-A 2-track Second Ave. subway from Bronx to the Battery. It would provide an across-the-platform transfer at Grand St. with the Chrystie St-Sixth Ave. trains. Deep level tunneling will be used where possible.
- 7-A 63 St. Subway connecting with the new tunnel, 2 Ave., 6 Ave. and BMT Broadway subways.
- 8-Bronx extension of the Second Ave. Subway and connections to the Dyre Ave. Line at E. 180 St. and to the Pelham Bay Line near Whitlock Ave.
- 14-A new line along the Central's Harlem Div. to replace the 3 Ave. El. (Above route numbers were those listed in April '68 BULLETIN. The following routes were approved although not proposed by MET., the big "M").
- 17-(replacing 16) A midtown Manhattan route under 48 St. from First to 12 Ave. This might use trains or other type conveyances.
- 18-(repl. 9) Extension of the IRT Nostrand Ave. Line along Nostrand Ave. to Ave. W (a compromise between Ave. U and Ave. Y) in Brooklyn.
- 19-(repl. 9) A new subway on Utica Ave. from the IRT at Eastern Parkway (rather than the IND at Fulton St.) and running only to Kings Highway.
- 20-(repl. 10) Elimination of the present BMT Canarsie Line south from Broadway Junction to Rockaway Parkway and relocation along the proposed Queens Interboro Expy. which would run parallel to the present line to near Linden Blvd. (Between New Lots and E. 105 St. stations) where the QIX would join the proposed Cross-Brooklyn Expy. The replaced Canarsie Line would then turn East along the CBX (which would parallel Flatlands Ave.) and terminate near the Brooklyn-Queens borough line. (Spring Creek Ave.) and terminate near the Brooklyn-Queens borough line. (Spring Creek Ave.) A branch (perhaps using conveyances like #17) would run West from the QIX-CBX junction along the CBX to an indefinite terminal.

NEW CARS IN SERVICE, MORE TO BE ORDERED

By early September, all non-air conditioned R-40's (4350-4449, 4150-4249) were in service, and now usually provide most of the "F" service; however, a few trains of R-1/9's still remain on the "F". R-40's 4150-4210-1 and 4242-3 have had high railings and pantograph gates installed on their operating ends. Car 4215 had pantograph gates, now removed and 4150 had its baffle fans replaced with conventional axiflow fans. First of the air conditioned R-40's (4450-9) were delivered about Oct. 6. All have high railings and pantograph gates.

The TA has exercised its option of increasing the R-42 order (awarded to St. Louis) from 200 to 400 IND-BMT (Division "B") cars.

INDEPENDENT SUBWAY SERVICE HISTORY

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& IND DIVISION

BY BERNARD LINDER

The IND, youngest of the three divisions, celebrated its 35th birthday in September of last year. Its schedules have been changed many times, and this article will give the details of these various modifications. Major changes only are listed for service prior to 1949; all details are included for service from 1949 through 1967.

The 8th Avenue Subway opened from Chambers Street to 207th Street on September 10, 1932. AA locals ran between these two terminals during weekday and Saturday midnights and all day Sunday. A expresses ran between these two points during other hours. (Expresses skipped 155th St. and 163rd St.) AA locals ran between 168th Street and Chambers Street on weekdays and Saturdays, except during the midnight hours.

The IND was extended to Jay Street on January 31, 1933, but the High Street station wasn't opened until June 24, 1933. A and AA trains formerly running between 207th Street and Chambers Street were extended to Jay Street.

On March 19, 1933, trains terminating at Jay Street were run light to Bergen Street. This station was opened on March 20, 1933, and all trains formerly terminating at Jay Street were now turned at Bergen Street, upper level.

The Concourse Line opened on July 1, 1933, and all schedules were changed appreciably. C trains began operation between 205th Street and Bergen Street, lower level, and displayed "JAY STREET-BORO HALL" destination signs. They used the Concourse express track in the direction of heavy traffic. C trains ran during extended rush hours on weekdays and during Saturday morning and early afternoon. CC trains ran from Chambers Street to Bedford Park Boulevard when C trains were running, and to 205th Street when they were not. AA trains were discontinued and trains were no longer turned at 168th Street. (AA service was not resumed until the 6th Avenue subway opened on December 15, 1940.) 24-hour, 7-day express service was begun on the A which ran between 207th Street and Bergen Street, upper level (A trains stopped at 155th St. and 163rd St.).

On August 19, 1933, the Queens Line was opened as far as Roosevelt Avenue, and the Crosstown Line as far as Nassau Avenue. Trains displaying "E" route signs ran local between Roosevelt Avenue and Chambers Street, and GG trains shuttled between Queens Plaza and Nassau Avenue.

A trains were extended to Church Avenue on October 7, 1933.

The Houston Street Line was opened on January 1, 1936. E trains were rerouted and ran between Roosevelt Avenue and East Broadway.

The Rutgers Street Tunnel and the Fulton Street Line were opened on April 8, 1936, and several changes in service were made. A trains were rerouted to Rockaway Avenue, and E trains were extended via Houston Street to Church Avenue.

On April 9, 1936, HH shuttle service began between Court Street and Hoyt Street. It operated on weekdays and Saturdays only between 7:00 AM and 7:00 PM.

The Queens Line was extended to Continental Avenue on December 31, 1936. E trains operated local between Continental Avenue and Church Avenue.

The Queens Line was extended to 169th Street on April 24, 1937. During rush hours, E trains ran from 169th Street to Church Avenue and used the express track from Continental Avenue to Queens Plaza. EE trains made local stops from 169th Street to Church Avenue in non-rush hours. GG trains ran from Nassau Avenue to Queens Plaza in non-rush hours, and to Continental Avenue during rush hours.

The remainder of the Crosstown Line was opened on July 1, 1937, and all GG trains ran from Continental Avenue to Smith-9th Street. The July 1, 1937 timetables list the following services: A trains ran from 207th Street to Rockaway Avenue and were routed via the express track between 145th Street and Chambers Street. Weekday trains leaving 207th Street at 8:03, 8:12, 8:21, 8:27, and 8:51 AM terminated at Utica Avenue, and trains were put into service at Utica Avenue at 4:44½, 5:04½, and 5:24½ PM. Put-ins from the yard were scheduled to leave 200th Street at 8:10½ and 8:19½ AM.

C trains ran from 205th Street to Hoyt Street during weekday and Saturday morning, Saturday afternoon, and weekday evening rush hour. Trains were routed via the Concourse express track in the direction of heavy traffic. Hours of operation were as follows: Leave 205th Street 6:36-11:32½ AM and 4:23½-5:48½ PM on weekdays, and 6:36-11:47½ AM (via Concourse express track) and 11:48½ AM-1:58½ PM (via Concourse local track) on Saturdays. Leave Hoyt Street 7:34-10:46½ AM and 3:31½-6:51½ PM on weekdays, and 7:34-11:36½ AM (via Concourse local track) and 11:41½ AM-3:01½ PM (via Concourse express track) on Saturdays. C trains leaving 205th Street at 8:03½, 8:12½, and 8:21½ AM on weekdays terminated at Bergen Street. These trains were put into service at Bergen Street at 4:55½, 5:07½, and 5:20½ PM.

CC trains ran from Chambers Street to 205th Street when C trains were not running, and to Bedford Park Boulevard when they were.

E trains ran from 169th Street to Church Avenue and were routed via the express track from Continental Avenue to Queens Plaza. Put-ins left Continental Avenue at 8:07, 8:20, and 8:23 AM on weekdays.

The September 12, 1938 timetables were the same as the July 1, 1937 with the following exception: 9 weekday AM rush hour E trains terminated at Jay Street. They were scheduled to start from 169th Street at 7:45, 8:01, 8:13, 8:17, and 8:29 AM; and from Parsons Boulevard at 7:59, 8:05, 8:11, and 8:17 AM. Put-ins started from Smith-9th Street at 4:52½, 5:01½, 5:07½, and 5:25½ PM on weekdays.

The Queens Line was extended from Jamaica Yard to the World's Fair, and 24-hour, 7-day a week service to that point was operated via GG service when the Fair opened in 1939. Passengers exiting at this station paid an additional 5¢, and those entering paid a 10¢ fare.

The May 11, 1940 timetables (the 1939 timetables are not available) show E trains leaving the World's Fair on Saturday and Sunday from 8:24 PM to 1:29 AM (the next day). These trains terminated at Chambers Street and arrived at the World's Fair from 9:49 PM to 1:19 AM. Trains also arrived at Continental Avenue (from Chambers Street) from 1:19 to 2:49 AM. During weekday and Saturday AM rush hours, alternate GG trains were placed in service at Continental Avenue.

The 6th Avenue Subway was opened on December 15, 1940, and IND service was increased and modified. The timetables which went into effect at this time listed the following services:

A trains ran from 207th Street to Rockaway Avenue and were routed via the express track from 168th Street to Chambers Street. Two put-ins made their first stop at 200th Street and were scheduled to leave that station at 8:12 and 8:18 AM weekdays. Trains leaving 207th Street at 8:13 $\frac{1}{2}$, 8:19 $\frac{1}{2}$, 8:25 $\frac{1}{2}$, 8:40 $\frac{1}{2}$, and 8:56 $\frac{1}{2}$ AM on weekdays terminated at Utica Avenue. Two weekday trains started from Utica Avenue at 5:11 $\frac{1}{2}$ and 5:31 $\frac{1}{2}$ PM.

AA trains ran from 168th Street to Chambers Street during non-rush hours on weekdays, Saturday late afternoons, evenings, and midnights, and all day Sunday.

BB trains ran from 168th Street to 34th Street (6th Avenue) during the hours that AA trains were not operating; they ran during weekday rush hours, Saturday mornings, and early Saturday afternoons.

C trains ran express from 205th Street to Hoyt Street during weekday rush hours and Saturday morning and early afternoon. They were routed via the center Concourse track in the direction of heavy traffic. Hours of operation were as follows:

Leave 205th Street 6:18-9:32 $\frac{1}{2}$ AM and 3:13 $\frac{1}{2}$ -6:08 $\frac{1}{2}$ PM weekdays
 6:18-11:42 $\frac{1}{2}$ A Saturday (exp. on Conc.)
 11:48 $\frac{1}{2}$ A -2:18 $\frac{1}{2}$ PM Sat. (local on Conc.)
 Leave Hoyt Street 6:54-10:10 $\frac{1}{2}$ AM and 3:55 $\frac{1}{2}$ -6:50 $\frac{1}{2}$ PM weekdays
 6:54-11:40 $\frac{1}{2}$ A Saturday (local on Conc.)
 11:50 $\frac{1}{2}$ A -3:00 $\frac{1}{2}$ PM Sat. (exp. on Conc.)

CC trains ran from Bedford Park Boulevard to Chambers Street during weekday rush hours and Saturday morning and early afternoon (approximately the same hours as the C).

D trains operated between 205th Street and Chambers Street via 6th Avenue. Trains were routed via the Concourse express track during the hours that the C ran express there. Two put-ins made their first stop at Bedford Park Boulevard and were scheduled to leave there at 8:11 $\frac{1}{2}$ and 8:17 $\frac{1}{2}$ AM.

E trains ran from 169th Street to Broadway-Lafayette Street via 8th Avenue and were routed via the express track from Continental Avenue to Queens Plaza.

F trains ran from Parsons Boulevard to Church Avenue via 6th Avenue and Houston Street, and were routed via the express track from Parsons Boulevard to Queens Plaza. Weekday trains leaving Parsons Boulevard at 8:06, 8:15, 8:24, and 8:44 AM terminated at Jay Street.

GG trains ran between Continental Avenue and Smith-9th Street.

HH trains shuttled from Hoyt Street to Court Street. Hours of operation were: Leave Hoyt Street 7:01 AM-6:54 PM; leave Court Street 7:05 $\frac{1}{2}$ AM-6:58 $\frac{1}{2}$ PM (Monday thru Saturday only).

The following changes were made either on January 10, 1944, or between December 15, 1940 and January 10, 1944:

Three weekday morning rush hour C trains were extended to Utica Avenue. They were scheduled to leave 205th Street at 6:47, 7:01, and 7:18 $\frac{1}{2}$ AM, and to leave Utica Avenue at 7:51 $\frac{1}{2}$, 8:08 $\frac{1}{2}$, and 8:21 AM.

Saturday morning C service was discontinued from the end of the AM rush to the beginning of the noon rush. BB and CC trains still ran from the Saturday AM rush until the afternoon, and D trains still ran express on the Concourse during the above hours.

F trains were extended to 169th Street seven days a week during evenings and midnights and also on Sunday morning. Several E and F trains terminated at Continental Avenue after the weekday and

Saturday morning rush. Several E trains started at Continental Avenue before the evening rush.

The Court Street station was closed at 7 PM on June 1, 1946, and HH trains were discontinued.

The Broadway-East New York station opened on December 30, 1946, and A trains were extended to that terminal.

Saturday afternoon CC service was reduced slightly in March, 1948. The last CC now left Bedford Park Boulevard at 1:23½ PM, an hour earlier than previously. Saturday morning CC service was also reduced slightly, in 1949. The first CC now left Bedford Park Boulevard at 7:03 AM, 51 minutes later than previously. AA, BB, C, and D service was probably revised due to the curtailment of CC service.

The Fulton Street Line was extended to Euclid Avenue on November 28, 1948, and all A trains now terminated there.

Brooklyn service was increased on October 24, 1949, and service on other lines was also modified. A trains were routed via the express track from Hoyt Street to Broadway-East New York during weekday rush hours. C trains were discontinued and rush hour D service was increased. CC trains were rerouted to Broadway-Lafayette Street during weekday rush hours, but continued running to Chambers Street on Saturday.

After the weekday morning rush hour, several D trains terminated at Bedford Park Boulevard.

During weekday rush hours, E trains were extended to Broadway-East New York. They were routed via the express track from 42nd Street to Chambers Street and via the local track in Brooklyn. Several trains terminated at Continental Avenue after the weekday morning rush. E trains still ran to Broadway-Lafayette Street during non-rush hours.

The 179th Street station was opened on December 11, 1950, and all E trains now operated to the new terminal. F trains were extended via the local track to 179th Street during evenings and midnights seven days a week, and also on Sunday morning. They still terminated at Parsons Boulevard during other hours.

Effective May 13, 1951, F trains were operated to 179th Street except during weekday rush hours, when trains were still turned at Parsons Boulevard. All F trains operated to 179th Street starting October 18, 1951. They were routed via the express track from Parsons Boulevard to 179th Street during weekday rush hours only, and via the local track other times.

Saturday BB and CC locals, and Saturday D express service on the Concourse Line was discontinued on December 29, 1951.

Effective January 5, 1952, AA trains ran all day Saturday, and D trains made local stops on the Concourse.

Weekday AA rush hour service from Queens was increased on June 30, 1952. Two E trains which were scheduled to start from Continental Avenue at 8:13 and 8:28½ AM on weekdays ran to Jay Street and discharged passengers. They were turned at Bergen Street and ran light to the Concourse yard. Two F trains were also added, starting from Continental Avenue at 8:07½ and 8:24 AM on weekdays. They also discharged passengers at Jay Street, but then ran light, via the express track, to Church Avenue. These four trains were probably discontinued on September 8, 1953.

Several F trains terminated at Continental Avenue after the weekday AA rush starting June 30, 1952.

The track layout at Ditmas Avenue was changed on October 30, 1954, to permit the operation of IND trains to Coney Island. BMT Culver trains to Coney Island now terminated at Ditmas Avenue. D trains were extended via Houston Street to Coney Island, with alternate trains cutting back at Church Avenue on weekdays during rush hours and midday.

CC and non-rush hour E trains were rerouted to Chambers Street, and rush hour E trains continued operation to Broadway-East New York.

F trains were cut back to Broadway-Lafayette Street. During late evenings and midnights on weekdays, and all day Saturday and Sunday, F trains made local stops from 179th Street to Continental Avenue, and then express stops to Queens Plaza. Trains were routed via the express track from 179th Street to Queens Plaza during weekday rush hours only. Trains made local stops to Parsons Blvd., then express stops to Queens Plaza, during midday and early evening on weekdays.

About March, 1955, several Saturday morning rush hour D trains were terminated at Kings Highway. These trains were put into service there and returned to 205th Street during the late afternoon.

The track layout west of Hudson Street was rearranged on April 27, 1956, to allow IND trains to run to Lefferts Boulevard. BMT Fulton Street "L" service was discontinued on April 27, 1956. During weekdays, A trains alternated between Lefferts Boulevard and Euclid Avenue, except during midnights, when all trains operated to Lefferts Boulevard. Weekday rush hour trains still ran express from Hoyt Street to Broadway-East New York. Saturday and Sunday A trains ran from 207th Street to Euclid Avenue, and shuttles operated between Euclid Avenue and Lefferts Boulevard.

F trains were extended to Houston-2nd Avenue on April 29, 1956.

The Rockaway Line was opened on June 28, 1956. Shuttles operated from Euclid Avenue to Far Rockaway and Rockaway Park during non-rush hours. E trains were extended during rush hours, and ran to Euclid Avenue, Far Rockaway, and Rockaway Park, still making all stops in Brooklyn. E trains leaving 179th Street at 6:54, 7:11, and 7:27 AM on weekdays were cut at Euclid Avenue. One portion went to Far Rockaway, and the other to Rockaway Park. At the end of the morning rush, several E trains terminated and laid up at East New York. These trains were put into service during the evening rush.

Rockaway service was improved on September 16, 1956. A trains were extended to Rockaway, with E trains cut back at Euclid Avenue. A trains ran to Lefferts Boulevard, Far Rockaway, and Rockaway Park during weekday rush hours. Express service was extended: trains made express stops from Hoyt Street to Euclid Avenue. They alternated between Lefferts Boulevard and Far Rockaway during weekday midday and evening hours, and all day (except midnights) Saturday and Sunday. Southbound A trains alternated between Lefferts Boulevard and Rockaway Park while northbound A trains continued coming from Lefferts Boulevard and Far Rockaway during the late evening, seven days a week. All A trains ran to Lefferts Boulevard during the midnight hours. Shuttle trains ran from Euclid Avenue to Rockaway Park in non-rush hours, except as noted above during late evenings. Shuttles ran from Euclid Avenue to Far Rockaway during the midnight hours seven days a week. All rush hour E trains ran to Euclid Avenue.

Non-rush hour thru service to Rockaway was discontinued on January 27, 1957. A trains still ran to Lefferts Boulevard, Far Rockaway, and Rockaway Park during rush hours, but ran to Lefferts

Boulevard and to Euclid Avenue during non-rush hours except during midnights when all A trains ran to Lefferts Boulevard. Shuttles ran from Euclid Avenue to Far Rockaway and Rockaway Park during non-rush hours.

Effective October 6, 1957, F trains were cut back to 34th Street (6th Avenue) during evenings and midnights on weekdays, and all day Saturday and Sunday.

Concourse trains were inspected at Pitkin Shop starting on October 7, 1957. Four D trains ran to Euclid Avenue during the weekday morning rush, and four trains started from Euclid Avenue during the weekday evening rush. These trains made express stops between Hoyt Street and Euclid Avenue if they were running during the hour when A trains were running express in Brooklyn.

Effective September 8, 1958, rush hour A trains which had been running to Rockaway for two years were replaced by E trains. Rush hour A trains now terminated at Euclid Avenue or Lefferts Boulevard, and rush hour E trains terminated at Euclid Avenue, Far Rockaway, or Rockaway Park.

Evening and weekend riding was so light that adequate service could be provided by the same train covering the Far Rockaway and Rockaway Park branches. "Round Robin" service started September 8, 1958. During weekday midnights and all day Saturday and Sunday, each train ran from Euclid Avenue to Rockaway Park, where the motor-man changed ends. The train then proceeded to Far Rockaway via the normally unused track F-6 at Hammels Eye. The train then returned to Euclid Avenue via the regular route.

This reduction in service was evidently too drastic, and Saturday and Sunday service was increased on October 11, 1958. "Round Robin" service was operated only during late evening, midnight, and early morning. Trains ran from Euclid Avenue to Far Rockaway or Rockaway Park during the late morning and afternoon. Weekend "Round Robin" service started at 6:40 PM leaving Euclid Avenue during the cool months (October to June), but did not begin until 9:44 PM during the warm weather (June to October).

Apparently aware of the dissatisfaction of many Rockaway passengers with the local service provided by the rush hour E trains, the Transit Authority modified schedules to allow E trains leaving Euclid Avenue northbound on weekdays at 7:58, 8:02, 8:14, and 8:22 AM to run express from Euclid Avenue to Hoyt Street. A trains leaving Euclid Avenue northbound at 7:56, 8:08, 8:16, and 8:24 AM made all stops in Brooklyn.

F trains were cut back to Broadway-Lafayette Street on November 10, 1958. Two extra F trains, scheduled to leave Continental Avenue at 8:06 and 8:21 A on weekdays operated to 2nd Avenue from September 8, 1958, to November 7, 1958; on November 10, 1958, they were routed to Chambers Street, returning to Queens as E trains.

Effective September 8, 1959, A trains operated local in Brooklyn at all times, and E trains ran express from Hoyt Street to Euclid Avenue. Effective June 6, 1960, three AM rush hour E trains started from Lefferts Boulevard, and three PM rush hour E trains terminated there.

Shuttles from Euclid Avenue to the Rockaways, which had never been assigned any route designation (although most of them usually carried "E" signs), began displaying "HH" signs on February 1, 1962.

(CONTINUED NEXT ISSUE)